

**FINAL STATEMENT OF REASONS  
FOR  
PROPOSED AMENDMENTS  
OF THE  
DIVISION OF THE STATE ARCHITECT – ACCESS COMPLIANCE**

**ITEM #2-US DOJ ADA CERTIFICATION RELATED ACCESSIBILITY STANDARDS  
CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 2**

**Chapters 1, 2, 11B, 16 and 35**

**UPDATES TO THE INITIAL STATEMENT OF REASONS:** None – Any updates to the initial statement of reasons are included in DSA/AC change to accommodate public comments.

**MANDATE ON LOCAL AGENCIES OR SCHOOL DISTRICTS:** The DSA/AC has determined that the following proposed regulatory actions would not impose a mandate on local agencies or school districts.

**OBJECTIONS OR RECOMMENDATIONS MADE REGARDING THE PROPOSED REGULATIONS**

**Name:** David F. Thorman, AIA, State Architect

**Comment: General.** DSA/AC proposes to update the model code language where required throughout this document to match the current published 2006 International Building Code language.

Reason: Model code language shown in this document was based on draft language made available to the State of California by the International Code Council. The final published model code language contains minor revisions or updates in various locations.

**DSA/AC Change to Accommodate:** The DSA/AC further amends this item as proposed. See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** David F. Thorman, AIA, State Architect

**Comment: Application.** DSA/AC proposes to remove the general application statement, “for applications listed in Section 109.1 regulated by the Division of the State Architect/Access Compliance”, and replace with the DSA/AC acronym, “[For DSA/AC]”, where required throughout this document.

Reason: This change is required for consistency with the Building Standards Commission format.

**DSA/AC Change to Accommodate:** The DSA/AC further amends this item as proposed. See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil, Laura Williams

**Comment: 202B & 1102B Service Entrance.**

Oppose – Reduces existing access in CBC. Removing this definition will not affect the ADA because California doesn't limit access to service entrances as ADA does. CBSC Criteria - #3 and 4

CDR STRONGLY OPPOSES the elimination of the definition for Service Entrance. Although the ADA does not require or cover this definition, California Code has provided access requirements for Service Entrances. Elimination will reduce the protections to Californians with disabilities.

**DSA/AC Change to Accommodate:** The DSA/AC proposes to withdraw the proposed new definition of service entrance, and restudy this issue as it finalizes the Part 2 response to the USDOJ technical assistance letter in the effort to obtain certification of the California Building Code. See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Laura Williams, Californians for Disability Rights

**Comment: 1102 Guard  
1102 Handrail**

CDR IS OPPOSED – by removing this section from Chapters 11A & 11B, future efforts to ensure the accessibility of guardrails, i.e. site lines, will be negatively affected.

**DSA/AC Change to Accommodate:** No change required. Provisions for guards (guardrails) that previously existed in Chapter 11B were duplicative of UBC model code provisions. The new IBC model code provisions in Section 1013 for guards have been adopted by and remain enforceable under DSA/AC.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1102B Public Use Area.** Send back for further study – vague and ambiguous and seems to conflict with existing code. CBSC Criteria - #1,6

**DSA/AC Change to Accommodate:** No change required. This definition is currently located within Chapter 11A, and adopted by DSA/AC. The USDOJ technical assistance letter (item # 2m) recommended that DSA/AC place a definition for “public use area” within Chapter 11B similar to the Chapter 11A definition. DSA/AC proposes to copy the current Chapter 11A definition into Chapter 11B with no amendment.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1102B – New definition.** Add: ***ELEVATOR, DESTINATION ORIENTED PASSENGER.*** *An elevator system that provides lobby controls for the selection of destination floors, lobby indicators designating which elevator to board, and a car indicator designating the floors at which the car will stop.*

Reason: In the same manner that DSA/AC proposed to adopt and relocate the definition for ELEVATOR, PASSENGER a definition for ELEVATOR, DESTINATION ORIENTED PASSENGER should be added to Section 202 with a cross reference to Section 1102.1. This and associated notes which apply to all submitted comments will update California to correspond with other documents as noted.

Note1: An ADAAG Manual was developed by the US Architectural and Transportation Barriers Compliance Board in July 1998. Page 49 mentions that ADAAG does not specifically address Destination Oriented Elevators but does say that where provided, destination-oriented elevators must meet the technical requirements in 4.10 as appropriate. The footnote on the last page says: US Government Printing Office: 1999-450-205/10138.

Note 2: (ADA/ABA Guidelines) In 2004, the Access Board issued updated guidelines for new and altered facilities covered by the ADA and the ABA. These guidelines include requirements for Destination Oriented Elevators and are currently under review by the USDOJ. These updated guidelines are not yet effective.

Note 3: Destination Oriented Elevators also have been recognized by the 2006 IBC by its reference to ICC/ANSI A1117.1-2003 as well as the reference in the previous edition to ICC/ANSI A1117.1-1998.

Note 4: The Canadian Building Code adopts CSA B44-2000, Appendix E as mandatory: thus including Destination Oriented Elevator requirements almost identical to the ICC/ANSI A117.1.

Note 5: The CEN has adopted the EN81 series of codes which also cover Destination Oriented passenger elevators. (the term “lift” is used in lieu of the term “elevators”).

Note 6: The dispatch systems for these elevators are usually used in large buildings with multi-car elevator banks and result in lower energy consumption and thus lower costs to building owners.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil, Laura Williams

**Comment: 1104B.5 item 4 Seating.**

Send back for further study – reduces existing CBC language for aisle width. CBSC Criteria - #1, 2, 3 and 4 CDR OPPOSES any reduction in scope. Existing is clear width, proposed is width from table edge to table edge: potentially reducing access clear width to null. Or [add words “keep free and clear of furniture, chairs, persons, decorative items, trash bins, trays or any obstruction to clear and unobstructed travel].

**DSA/AC Change to Accommodate:** The DSA/AC concurs with this comment and proposes to withdraw the amendment that applies to aisle width, as follows:

~~... Access to such seating spaces shall be provided with main aisles not less than 36 inches (914 mm) clear width between parallel edges of tables or between a wall and the table edges or fixed seating. ...~~

See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1115B.1 General.** Support with the term “technically infeasible” changed to “unreasonable hardship” for the interim period until these two terms are reconciled in a future code cycle.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. This new proposed code change is related to items to be included in the Part 2 response to the USDOJ technical assistance letter in the effort to obtain certification of the California Building Code. DSA/AC will take this comment under consideration as it finalizes the Part 2 response package.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1115B.1.1 Single user portable toilet or bathing units.**

Oppose – 5% accessible units would not adequately serve the need. CBSC Criteria - #1, 2, 3 and 4. CDR IS OPPOSED to scoping access at 5% as that will not adequately serve the known population.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 4459(c) which indicates that the scope of accessibility regulations in the California Building Standards Code shall not be less than the application and scope of accessibility requirements of the federal Americans with Disabilities Act of 1990 as adopted by the United States Department of Justice (USDOJ). The comment lacks specificity in identifying the adoption of regulation that is being proposed, and lacks the supporting data necessary for DSA/AC to make a determination of need. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Neal Casper, Casper Development Resources, Inc.

**Comment: 1115B.3.1 item 4.5 & Figure 11B-1B.** Concerning clearances at multiple occupant stall doors. This section now includes a reference to section 1133.B.2.4.2 and .3 which deal with door maneuvering clearances. However, the referenced restroom Figure 11B-1B shows a front approach stall door that does not have the required maneuvering clearance on the pull side extending 60" back from the door. Aren't the new stall door requirements and this figure in conflict?

**DSA/AC Change to Accommodate:** The DSA/AC concurs with this comment and proposes to further amend the figure to graphically indicate a compliant door maneuvering space. See Figure 11B-1B.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1115B.4.1 & 1115B.7 (Grab bars at accessible water closets).**

Support – Concern regarding the loss of the California required grab bar dimensions – extending 2 feet in front of toilet bowl. This design issue must be added back into Cal Title 24.

**DSA/AC Change to Accommodate:** The DSA/AC concurs with this comment and proposes to further amend this item. DSA/AC proposed to repeal language requiring side grab bars to extend 24 inches beyond the front edge of the water closet, and replace it with requirements from the federal ADA Standards requiring side grab bars to be 42 inches long minimum, be located 12 inches maximum from the rear wall, and extend 54 inches minimum from the rear wall. In some instances, however, the existing language may be required to maintain current CBC requirements for grab bars. The existing requirements for side grab bars to extend 24 inches beyond the front edge of the water closet have been incorporated into the new ADA Standards language as follows:

**115B.4.1. Accessible water closets. ...**

**3.1. Side Wall.** *The side grab bar shall be 42 inches (1067 mm) long minimum, located 12 inches (305 mm) maximum from the rear wall and extending 54 inches (1372 mm) minimum from the rear wall with the front end positioned 24 inches (610 mm) minimum in front of the water closet. The side grab bar shall be securely attached and centered 33 inches (838 mm) above and parallel to the floor.*

See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil, Laura Williams

**Comment: 115B.4.2 Accessible urinals.**

Support with following comment – Elongated rim only addresses wall hung urinals, not floor mounted urinals – individuals using wheelchairs with solid foot bars won't be able to get close enough to use this type of urinal. CDR requests further study of floor mounted urinals and elongated rims that allow use.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 115B.4.3 Grab bars, tub and shower seats.** Support with the following comment – the 18 inch centerline lateral clearance dimension should be measured to any object (towel dispenser, electric hand driers, etc.).

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil, Laura Williams

**Comment: 115B.4.4.1 Size and clearances.**

Support – very concerned about the loss of the California 42 x 48 inch roll-in shower. This design has always been considered more accessible by persons with disabilities in California and has never been found to be dangerous to users in the over 30 years of use.

CDR is concerned about the loss of the California 42x48 inch roll-in shower. This design has always been considered more accessible by persons with disabilities.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 4459(c) which indicates that the scope of accessibility regulations in the California Building Standards Code shall not be less than the application and scope of accessibility requirements of the federal Americans with Disabilities Act of 1990 as adopted by the United States Department of Justice (USDOJ). DSA/AC has determined that the new proposed code change is not in compliance with the current requirements of the ADA Standards for Accessible Design. DSA/AC will reconsider this comment when new federal accessibility standards are formally adopted by the USDOJ.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1115B.4.4.2 Thresholds.** Oppose – ½ inch high thresholds have always been accepted as part of an accessible (see ADAAG 4.21.7-disallows curb but not thresholds) route. Fundamental change in shower design. CBSC Criteria - #1, 3, 4 and 6

**DSA/AC Change to Accommodate:** The DSA/AC concurs with this comment and proposes to further amend this item. After further study of this proposed amendment including researching USDOJ technical assistance letters, DSA/AC is proposing to further amend this section to align with ADA Standards section 4.21.7 which does not allow a curb at roll-in type showers, but has been interpreted to allow a 1/2 inch high maximum compliant threshold. Figures 11B-2A, 11B-2B, and 11B-2C have been further revised to indicate this amendment.

**1115B.4.4.2 (1115B.6.2.2) Thresholds. ~~A threshold or recessed drop is not permitted in accessible showers complying with Section 1115B.4.4. Thresholds in roll-in type showers shall be 1/2 inch (12.7 mm) high maximum and shall comply with Section 1124B.2.~~**

See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1115B.4.4.10 & 1115B.4.5 item 6.** Send back for further study – bathtub enclosure creates a reduction in the clear opening needed for an unobstructed transfer. Requires definition and graphic. CBSC Criteria - #2, 3 & 6

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Gene Lozano, Jr, California Council of the Blind

**Comment: 1115B.4.6 Accessible drinking fountains.** SUPPORT – We support this section because it requires all drinking fountains to be placed within an alcove. Also, we support the exception that wing walls are required when a drinking fountain cannot be placed within an alcove. During the Accessibility Code Advisory Committee hearings it was found that Figure 11B-5A does not show an example of wing walls being placed at the side of post-mounted cantilevered drinking fountains. We want to be certain that if this section is adopted with amendments that a drawing for post-mounted cantilevered drinking fountains with wing walls is incorporated into Figure 11B-5A.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately



noticed. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1 Elevators.** Modify 1116B.1 as indicated by double underline (current proposal already includes single underlines):

**1116B.1 Elevator.** Elevators Passenger elevators including Destination Oriented Passenger elevators shall be accessible. Elevators required to be accessible shall be designed and constructed to comply with this section and with the ASME A17.1 Safety Code for Elevators and Escalators.

Reason: New language added to 1116B.1. Destination Oriented elevators need to be included since the ADAAG Manual July 1998 (1999-450-205/10138) advises that they must meet the technical requirements of 4.10 as appropriate.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1.6 Hall call.** Amend 1116B as follows (double strikeout or double underline are used since single strikeout and underline are in proposed text):

**1116B.1.6 Hall call.** The minimum acceptable time from notification that a car is answering a call (lantern and audible signal) until the doors of the car start to close shall be calculated by the following equation:

$T = D / (1.5 \text{ ft/s})$  or  $T = D / (445 \text{ mm/s})$

For Destination Oriented passenger elevators,  $T$  is the total time in seconds and  $D$  is measured from the call buttons or keypad at which the car floor is entered to the hoistway door centerline of the designated car.  $T$  begins when the car designation is given at such call button or keypad.

For other passenger elevators ~~where~~  $T$  is the total time in seconds and  $D$  is the distance from a point in the lobby or landing area 60 inches (1524 mm) directly in front of the farthest call button controlling that car to the centerline of its hoistway door (see Figure 11B-40D). For cars with in car lanterns,  $T$  begins when the lantern is visible from the vicinity of hall call buttons and an audible signal is sounded.

The minimum acceptable notification time shall be 5 seconds.

Reason: On Destination Oriented passenger elevators the passenger is assigned to take a specific car and can immediately walk to it. The location of all call buttons or keypads and centerlines of all doors have been stored into system memory so no passenger will get less time than needed. On other elevators the passenger does not know what car will be available and has to wait to see what car will arrive. Thus the timing is calculated differently. Additional language has been added to clarify this. This rule currently exists in 407.3.6 of A117.1-1998.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by

USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Gene Lozano, Jr, California Council of the Blind

**Comment: 1116B.1.8 Car inside.** *It shall be identified by a raised telephone symbol and corresponding Braille lettering complying with Section 1117B.5.1 Item 1 and located adjacent to the device.* We agree with the text that requires lettering to identify the emergency handset. The raised symbol with Braille will expedite locating the handset for persons who are blind or visually impaired.

**DSA/AC Change to Accommodate:** Supporting comment; no additional changes are proposed.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1.8 Car inside.** Amend 1116B.1.8 as follows (double strikeout and underline are used to avoid confusion with existing single strikeout and underline):

**1116B.1.8 Car inside.** *The car inside shall allow for the turning of a wheelchair. ~~The minimum clear distance between wall or between wall and door, excluding return panels, shall not be less than 80 inches by 54 inches (2032 mm by 1372 mm) for center opening doors, and 68 inches by 54 inches (1727 mm by 1372 mm) for side slide opening doors. See Figure 11B-40A. Minimum distance from wall to return panel shall not be less than 51 inches (1295 mm).~~ Inside dimensions of elevator cars and clear width of elevator doors shall comply with Table 1116B.1.8, Table 1116B.1.8 Elevator Car Dimensions*

*Minimum Dimensions*

(See comment sheet for proposed new table - identical to ADA-ABA Table 407.4.1)

*The center line of elevator floor buttons ...*

Reason: Inside car dimension permitted should be the same as in ICC/ANSI A117.1 and ADA/ABA AG. The table provides additional clarification.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates "No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action". Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1.8 Car inside.** Amend 1116B.1.8 as follows (double strikeout and underline are used to avoid confusion with existing single strikeout and underline):

**1116B.1.8 Car inside.** *The car inside shall allow for the turning of a wheelchair. The minimum clear distance between walls or between wall and door, excluding return panels, shall not be less than 80 inches by 54 inches (2032 mm by 1372 mm) for center opening doors, and 68 inches by 54 inches (1727 mm by 1372 mm) for side-slide opening doors. See Figure 11B-40A. Minimum distance from wall to return panel shall not be less than 51 inches (1295 mm).*

~~*The center line of elevator floor buttons shall be no higher than 54 inches (1372 mm) above the finish floor for side approach and 48 inches (1210 mm) for front approach. Except for photoelectric tube bypass switches, eEmergency controls, including the emergency stop and alarm, shall be grouped in or adjacent to the bottom of the panel and shall be no lower than 2 feet 11 inches (889 mm) from the floor.*~~

For multiple controls only, one set must comply with these height requirements. Floor buttons shall be provided with visual indicator to show when each call is registered. The visual indicators shall be extinguished when each call is answered.

Emergency two-way communication systems between the elevator and a point outside the hoistway shall comply with ASME A17.1. The emergency telephone handset shall be positioned no higher than 4 feet (1219 mm) above the floor, and the handset cord shall be a minimum of 2 feet 5 inches (737 mm) in length. It shall be identified by a raised telephone symbol and corresponding Braille lettering complying with Section 1117B.5.1 item 1 and located adjacent to the device. If the telephone system is located in a closed compartment, the compartment door hardware shall lever type conforming to the provisions of Section 4003.3.4.8 1008.1.8 type of lock or latch. Emergency intercommunication shall not require voice communication.

Note: Where possible, a 48 inch (1219 mm) maximum height for elevator floor buttons is preferred. Elevator car call sequential step scanning shall be provided where car control buttons are provided more than 48 inches (1220 mm) above the floor. Floor selection shall be accomplished by applying momentary or constant pressure to the up or down scan button. The up scan button shall sequentially select floors above the current floor. The down scan button shall sequentially select floors below the current floor. When pressure is removed from the up or down scan button for more than 2 seconds, the last floor selected shall be registered as a car call. The up and down scan button shall be located adjacent to or immediately above the emergency control buttons.

Controls shall be located on a front wall if cars have center opening doors, and at the side wall or at the front wall next to the door if cars have side opening doors. See Figure 11B-40A.

Reason: The sentence on height limits of elevator floor button centerlines have been struck and Elevator Car Call Sequential Step Scanning has been added as new language to allow full access to individuals of short stature as well as individuals in wheelchairs. This feature was proposed by the elevator industry and currently exists as 407.4.8 in ICC/ANSI A117.1-2003.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Gene Lozano, Jr, California Council of the Blind

**Comment: 1116B.1.9 Car controls.** The proposed amendments will clearly specify the visual features required for the print elements of the tactile signs. Also, this amendment corrects an editorial error that was made many years ago in which the word raised was not placed in front of the word symbol which has resulted in some required tactile signs to be inaccessible to the finger tips of the blind.

**DSA/AC Change to Accommodate:** Supporting comment; no additional changes are proposed.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1.9 Car controls.** Modify paragraph on visual car position indicator and add paragraph at end of 1116B.1.9 (a double strikeout or underline is used since single strikeout and underlines are already used):

**1116B.1.9 Car controls.** Identification for the visually impaired shall be as follows:

Passenger elevator car controls ...

Control buttons shall be illuminated ...

All control buttons shall be designated ...

The raised characters and symbols ...

Controls and emergency equipment ...



In elevator cars, a visual car position indicator shall be provided above the car control panel or over the door to show the position of the elevator in the hoistway. As the car passes or stops at a floor served by the elevators, the corresponding numerals shall illuminate, and an audible signal shall sound. Numerals shall be a minimum of ½ inch (13 mm) high. The audible signal shall be no less than 20 decibels with a frequency no higher than 1500 Hz. An automatic verbal announcement of the floor number at which a car stops ~~or which a car passes~~ may be substituted for the audible signal.

In Destination Oriented elevators, a display shall be provided in the car with visible indicators to show car destinations. The visible indicators shall extinguish when the call has been answered. The audible signal shall be a verbal announcement indicating the floor at which the car is about to stop. The verbal announcement indicating the floor shall be completed prior to the initiation of the door opening.

**Reason:** Destination Oriented elevators have only emergency controls and a car position indicator with verbal announcement in the car. They additionally have visible indicators to show car destinations which are often on the car jambs so they are visible from both the lobby and the car. Since audible lobby identification of the car to take is a feature of Destination Oriented elevators the internal car floor announcement needs to be completed before the car doors open to avoid audible overload. New language has been added to cover these points. Delete the work “or which a car passes” from the language in the paragraph on visual car position indicator. When tones are used a passenger must count so tones are needed at every floor the car passes in order to determine when the car reaches the desired floor. When an arrival floor is announced there is no need to either count or to announce the floors that the car passes.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** David F. Thorman, AIA, State Architect

**Comment: 1116B.1.10 Hall call buttons.** DSA/AC proposes to correct a typographical error in the last sentence of this section by inserting an approved 2004 Rulemaking change. Criteria #1 & 8.

**Reason:** An approved 2004 Rulemaking change was unintentionally omitted during preparation of this document. DSA/AC is proposing to insert the approved change, “Hall call buttons shall be internally illuminated with a white light over the entire surface of the button,” as the last sentence of this section.

**1116B.1.10 Hall Call Buttons.** *The centerline of the hall call buttons shall be 42 inches (1067 mm) above the floor. Buttons shall be a minimum of 3/4-inch (19.1mm) in size and shall be raised 1/8 inch (3.2 mm) [plus or minus 1/32 inch (0.8 mm)] above the surrounding surface. The button designating the up direction shall be on top. Visual indication shall be provided to show each call registered and extinguished when answered. Objects adjacent to, and below, hall call buttons shall not project more than 4 inches (102 mm) from the wall. **Hall call buttons shall be internally illuminated with a white light over the entire surface of the button.***

**DSA/AC Change to Accommodate:** The DSA/AC further amends this item as proposed. See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Barry Blackaby, Otis Elevator Company

**Comment: 1116B.1.10 Hall call buttons.** The last sentence needs to be removed, “Hall call buttons shall be internally illuminated with a white light over the entire surface of the button”.

**Recommend:** ~~Hall call buttons shall be internally illuminated with a white light over the entire surface of the button.~~

**Reason:** (3) The sentence that was added conflicts with the Federal ADMG standard. The elevator buttons and the associated requirements are described only in A117/ADMG. To vary from this standard as described will be a step

backwards in terms of elevator reliability (vandalism concerns) as well as for handicapped access. To specify a specific light color or methodology was abandoned for more performance based language to insure designers chose contrasting colors and materials. To prescriptively preclude LED technology which is universally accepted as the best technology for brightness, contrast ability and reliability (hence traffic lights utilization of LED technology), will be a detriment to the State of California in all areas.

(6)(7) The proposed modification will align California with federal Code as well as insuring the best possible consensus access for the disabled. The language, if not struck, also virtually eliminates the ability to provide vandal proof elevator buttons. Elevator availability is one of the most critical elements in handicapped accessibility as well as proposals under development for the use of elevators during emergency evacuation conditions. I strongly urge the State to remove this sentence.

**DSA Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates "No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action". Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. This was an approved 2004 rulemaking change that was inadvertently omitted during preparation of the current rulemaking documents. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1.10 Hall call buttons.** Amend 1116B.1.10 as follows: (Changes are shown in double underline or strikeout):

**1116B.1.10 Hall call buttons.** *The centerline of the hall call buttons shall be located vertically between 35 inches (890 mm) and 48 inches ~~42 inches (1067mm)~~ above the floor. A clear floor space at least 30 inches (760 mm) minimum in width and 48 inches (1220 mm) minimum in depth shall be provided at the buttons. Buttons shall be a minimum of ¾ inch (19.1 mm) in size and shall be raised 1/8 inch (3.2 mm) 9plus or minus 1/32 inch (0.8)) above the surrounding surface. Objects adjacent to, and below, hall call buttons shall not project more than 4 inches (102 mm) from the wall.*

*For Destination Oriented passenger elevators, the floor buttons or a keypad in a standard telephone arrangement with a function button located immediately below either arrangement shall be provided. Destination oriented elevators shall be provided with visible and audible signals to indicate which car is responding to a call. The audible signal shall be activated by pressing the function button (see 1116B.1.13).*

*Keypads shall be identified by visual characters and shall be centered on the corresponding keypad button. The number five key shall have a single raised dot. The dot shall have a base diameter of 0.118 inch (3 mm) minimum to 0.120 inch (3.05 mm) maximum, and height of 0.025 inch (0.6 mm) minimum to 0.037 inch (0.9 mm) maximum. The function button shall be identified by the International Symbol of Accessibility and tactile indication. The International Symbol of Accessibility shall be a visual character 5/8 inch (16 mm) in height. The tactile indication shall be three dots, spaced ¼ inch (6.4 mm) at base diameter in the form of an equilateral triangle. For other passenger elevators the button designating the up direction shall be on top. Visual indication shall be provided to show each call registered and shall be extinguished when the call is answered.*

Reason: This section has added new language for provisions for Destination Oriented passenger elevators where the hall call buttons are used to enter floor destinations rather than "up" or "down" and a "function button" is used to activate signals used to indicate which car is responding to a call. Added new language to provide for forward reach to all buttons including those in a standard telephone keypad configuration the button height has been changed to range of 35 inches minimum and 48 inches maximum above the floor. To provide forward reach from a wheelchair, a minimum clear floor space at the buttons has been added. Editorial clarification has been shown in last sentence with minor change in language. This point is currently covered by 407.2.2 and 407.3.1 in ICC/ANSI A117.1-1998.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates "No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was

adequately placed on notice that the change could result from the originally proposed regulatory action". Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1.13 Hall lantern.** Amend 1116B.1.13 as follows:

**1116B.1.13 Hall lantern.** A visible and audible signal shall be provided at each hoistway entrance indicating the following to the prospective passenger: For Destination Oriented passenger elevators, the car designation that was assigned at the hall call buttons or keypad. Each Destination Oriented passenger elevator in a bank of elevators shall have audible and visible means for differentiation. For other passenger elevators, the car answering the call and its direction of travel. Details are as follows:

The visual signal for either the car designation or each direction shall be a minimum of 2-1.2 inches (64 mm) high by 2-1/2 inches (64 mm) wide and visible from the proximity of the hall call button or keypad.

For Destination Oriented passenger elevators, the audible signal activated by pressing the function button shall be the verbal announcement of the car designation and means for differentiation. For other passenger elevators, the audible signal shall sound once for the up direction and twice for the down direction or of a configuration that distinguishes between up and down elevator travel shall have verbal annunciators that say "up" or "down".

The centerline of the fixture shall be located a minimum of 6 feet (1829 mm) in height from the lobby floor.

For Destination Oriented passenger elevators, the use of a display to indicate car destinations is permitted to be located in or on the car jambs or other suitable location. For other passenger elevators, the use of in-car lanterns, located in or on the car doorjambs, visible from the proximity of the hall call buttons and conforming to the above requirements shall or will be acceptable.

The use of arrow shapes ~~are~~ is preferred for visible directional signals.

Reasons: Language added to cover differences between what hall lanterns should be expected to indicate where Destination Oriented passenger elevators are installed. Reference is made to 407.2.1.5 exception 1, 407.2.1.7, 407.2.2.3 exception 1, and 407.2.2.4 in ICC/ANSI A 1117-2003.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates "No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action". Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Sharon Toji, Access Communications

**Comment: 1116B.1.14 Doorjamb marking.** ~~Permanently a~~ Applied plates are acceptable if they are permanently fixed to the jambs.

Reason: Redundant language needs to be fixed. It's impossible to have permanently applied plates that are NOT permanently fixed.

**DSA/AC Change to Accommodate:** No change required. This proposed new language comes directly from ADA Stds section 4.10.5.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: 1116B.1.14 Doorjamb marking.** Add a paragraph on car designations to 1116B.1.14 (double underline is used to show addition since requirement already has single underlines):

**1116B.1.14 Doorjamb marking.** *Passenger elevator landing jambs on all elevator floors shall have the number of the floor on which the jamb is located designated by raised characters that are a minimum of 2 inches (51 mm) in height and conform to Section 1117B.5.5 and Grade 2 Braille that conforms to Section 1117B.5.6 located 60 inches on center (1524 mm) above the floor on the jamb panels on both sides of the door so that they are visible from within the elevator. On the grade level, a raised five pointed star shall be placed to the left of the raised character. The outside diameter of the star shall be 2 inches. Braille shall be placed below the corresponding raised characters.*

*Destination Oriented passenger elevators shall additionally provide car identification in raised characters complying with that are a minimum of w inches (51 mm) in height and conform to Section 1117B.5.5 and Grade 2 Braille that conforms to Section 1117B.5.6 immediately below the floor designation on both jambs.*

*The raised characters shall otherwise comply with Sections 1117B.5.3, 1117B.5.4 and 1117B.5.2. See Figure 44B-40B-11B-40C. Permanently applied plates are acceptable if they are permanently fixed to the jambs.*

**Reason:** New language added to cover car identification on car jambs. The same type of modification as was made to cover floor identification is being made to cover car designations when Destination Oriented passenger elevators are installed since upon floor entry in the lobby a car assignment is made.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Davis F. Thorman, AIA, State Architect

**Comment: 1117B.2.7 Enclosures.** DSA/AC proposes to correct a conflict between the code provisions located in this section and the proposed changes to Figure 11B-4.

**Reason:** In order to comply with the federal ADA Standards, Figure 11B-4 was revised. Associated revisions to this section were inadvertently omitted during preparation of the rulemaking document. Criteria #1.

**1117B.2.7 Enclosures.** *If telephone enclosures ...*

**1. Side reach possible.** ~~*The overhang shall be no greater than 10 inches (483 mm). The height of the lowest overhanging part shall be equal to or greater than 27 inches (686 mm). Where a parallel approach is provided at a telephone within an enclosure, the enclosure and counter may extend beyond the face of the telephone a maximum of 10 inches (254 mm). The enclosure and counter may not overlap the required clear floor or ground space. See Figure 11B-4(a).*~~

**2. Full-height enclosures.** *Entrances to full-height enclosures ...*

**3. Forward reach required.** ~~*If the overhang is greater than 12 inches (305 mm), then the clear width of the enclosure shall be 30 inches (762 mm) minimum; if the clear width of the enclosure is less than 30 inches (762 mm), then the height of the lowest overhanging part shall be equal to or greater than 27 inches (686 mm). Where a front approach is provided at a telephone within an enclosure, the counter may extend beyond the face of the telephone a maximum of 20 inches (508 mm) into the required clear floor or ground space and the enclosure may extend beyond the face of the telephone a maximum of 24 inches (610 mm). If an additional 6 inches (152 mm) in width of clear*~~

*floor space is provided, creating a clear floor space of 36 inches by 48 inches (914 mm by 1219 mm), the enclosure may extend more than 24 inches (610 mm) beyond the face of the telephone. See Figure 11B-4(e).*

**4. Protruding telephone enclosures.** Where telephone enclosures protrude ...

**DSA/AC Change to Accommodate:** The DSA/AC further amends this item as proposed. See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Neal Casper, Casper Development Resources, Inc.

**Comment: 1117B.2.7 item 1 Side reach possible.** States that the pay phone enclosure must be at least 27" clear. However the revised Figure 11B-4 shows that it can be a maximum of 27". Aren't these in conflict?

**DSA/AC Change to Accommodate:** In order to comply with the federal ADA Standards, Figure 11B-4 was revised. Associated revisions to this section were inadvertently omitted during preparation of the rulemaking document. See the related comment by David F. Thorman, and change to accommodate.

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**Name:** Kim Blackseth, State of California Building Standards Commissioner

**Comment: 1117B.5.8.1.2 Entrance signs.** Add "when not all primary entries are accessible".

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates "No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action". Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Sharon Toji, Access Communications

**Comment: 1117B.5.8.1.3 Information posted.** ...shall have this information posted in the building lobby, preferably as part of the building directory, or, if there is no lobby, at the building or facility entrance or other prominent location. The information text shall comply with 1117B.5.1.2 and shall be accompanied by the International Symbol of Accessibility, in compliance with 1117B.5.8. ~~Inaccessible toilet and bathing sanitary facilities~~ shall have directional signage complying with 1117B.5.1 Items 2 and 3 to indicate the location of the nearest accessible ~~toilet and bathing~~ sanitary facility.

Reason: **(1)** This was originally written with office buildings in mind, but should also be used for facilities such as schools and other building and facilities which often don't have lobbies. **(2)** Also, all signage references should list the sign sections that are applicable, and since the defined terminology is "sanitary facility," it should be consistently used throughout the code to refer, generally, to such facilities.

**DSA/AC Change to Accommodate:**

(1) No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates "No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action". Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

(2) The DSA/AC concurs with this comment regarding use of the term "sanitary facilities" and proposes to further amend this item. See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Susan Chandler, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil



**Comment: 1117B.6 Controls and operating mechanisms.** Oppose – Appears to reduce existing CA Title 24 language requiring accessible features on inaccessible floors. CBSC Criteria - #1, 3 and 4.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. This new proposed language comes directly from ADA Stds section 4.1.3 (13)

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**Name:** Laura Williams

**Comment: 1117B.6 Controls and operating mechanisms.** `CDR IS OPPOSED to segregating opportunities to utilize functional equipment. Technical advances may preclude today's accessibility options, i.e. the iBOT.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. The comment lacks specificity in identifying the adoption, amendment, or repeal of regulation that is being proposed. DSA/AC will take the concerns expressed in this comment under consideration in the development of future rulemaking packages.

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**Name:** Gene Lozano, Jr, California Council of the Blind

**Comment: 1121B Transportation Facilities.** SUPPORT – It would bring CCR, Title 24, Part 2, Chapter 11B in compliance with the ADAAG provisions for transit facilities. Criteria #3.

**DSA/AC Change to Accommodate:** Supporting comment; no additional changes are proposed.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1121B Transportation Facilities.**

Send back for further study – although we fully support adopting requirements for transportation facilities, the language proposed which comes directly from ADAAG appears to limit the required number of accessible entrances and exits to the current 100% now required in California. CBSC Criteria - #1, 2 and 3  
OPPOSES language allowing one accessible entrance only at transportation facilities when current California code requires all entrances at buildings and facilities to be accessible.

**DSA/AC Change to Accommodate:** The DSA/AC concurs with this comment and proposes to further amend this item, as follows:

**1121B.3.1 New Construction. New stations in...**

1. Elements such as ramps, elevators or other circulation devices, fare vending or other ticketing areas, and fare collection areas shall be placed to minimize the distance which wheelchair users and other persons who cannot negotiate steps may have to travel compared to the general public. The circulation ~~path~~ paths, each including an accessible entrance and an accessible route, for persons with disabilities shall, to the maximum extent practicable, coincide with the circulation path for the general public. Where ~~the~~ a circulation path is different, signage complying with Section 1117B.5.1 Items 2 and 3 shall be provided to indicate direction to and identify the accessible entrance and accessible route.

2. If different entrances to a station serve different transportation fixed routes or groups of fixed routes, ~~at least one entrance~~ entrances serving each group or route shall comply with Section 1133B.1.

**1121B.4.1 New Construction.**

1. Elements such as ramps, elevators or other vertical circulation devices, ticketing areas, security checkpoints, or passenger waiting areas shall be placed to provide equitable travel distances for wheelchair users and other persons who cannot negotiate steps compared to the route for the general public.

2. The circulation ~~path~~ paths, each including an accessible entrance and an accessible route, for persons with disabilities shall, to the maximum extent practicable, coincide with the circulation path for the general public. Where ~~the~~ a circulation path is different, signage complying with Section 1117B.5.1 Items 2 and 3 shall be provided to indicate direction to and identify the accessible entrance and accessible route.

See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1121B.3.1 item #9 (Transportation Facilities).**

See Section 1121B.1. Additionally, paragraph #9 regarding allowable 3 inch light/heavy rail gap is not acceptable. Transition plates and other technical solutions could be used to reduce or eliminate this gap.

OPPOSES language allowing 3" gap between boarding platform & rail cars – hazardous condition. Add language requiring bridging.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. This new proposed language came directly from ADA Std section 10.3.1(9). DSA/AC agrees that new language addressing "bridging" may be necessary. However, pursuant to GC§ 4459(a) which directs the State Architect to "develop amendments for building regulations and submit them to the California Building Standards Commission for adoption to ensure that no accessibility requirements of the California Building Standards Code shall be enhanced or diminished except as necessary for (1) retaining existing state regulations that provide greater accessibility and features, or (2) meeting federal minimum accessibility standards of the federal Americans with Disabilities Act of 1990 as adopted by the United States Department of Justice, the Uniform Federal Accessibility Standards, and the federal Architectural Barriers Act", DSA/AC is proposing to bring in the current ADA Std language. DSA/AC will reconsider this comment when new federal accessibility standards are formally adopted by the USDOJ.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil, Laura Williams

**Comment: 1122B.5 Sales and service counters, teller windows, and information counters.** Send back for further study – it appears that the 28 inch minimum clearance under counters has been removed. CBSC Criteria #1, 3 and 4.  
CDR IS OPPOSED to the apparent loss of under counter clearance of 28 inch minimum.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. The comment lacks specificity in identifying the adoption, amendment, or repeal of regulation that is being proposed. This new proposed language comes directly from ADA Std section 7.2. The proposed requirements apply only to sales and service counters, teller windows, and information counters for which there are currently no specific CBC provisions. DSA/AC is not proposing to amend or repeal the current provisions for fixed or built-in seating, tables and counters located in Section 1122B.1 through 1122B.4 which do contain knee clearance requirements.

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**Name:** Gene Lozano, Jr, California Council of the Blind

**Comment: 1127B.5 items 1-9 Curb ramps.** We support all the changes made in these sections because they bring the California Curb Ramp provisions in conformity with ADAAG Curb Ramp requirements. However, we support the California Building Standard Commission's Accessibility Code Advisory Committee's recommendation that section 1127B.5.7 be amended to require that the truncated domes be laid out in an inline gridline pattern. Alignment of truncated domes on detectable warning surfaces in horizontal/vertical patterns are safer and more negotiable for wheelchair users than diagonal patterns without the loss of detectability for the blind. (Detectable Warnings: Detectability by Individuals with Visual Impairments, and Safety and Negotiability on Slopes for Persons with Physical Impairments, Billie Louise Bentzen, Ph.D., Tina L. Nolin, Ph.D., Randolph D. Easton, Ph. D., Linda Desmarais, M.P.H., R.P.T., and Phillip A. Mitchell, Ph. D., September 1994) We feel in light of the greater safety/negotiability and proposed requirements for inline patterns in the Draft Public Right-of-Way Accessibility Guidelines that this section 1127B.5.7 be amended to require the inline grid pattern.

**Reason:** It would bring CCR, Title 24, Part 2, Chapter 11B in compliance with the ADAAG Provisions for Transit Facilities. Criteria #3.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates "No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action". Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil, Laura Williams

**Comment: 1133B.2.2 Width and height.** Oppose – Creates an inaccessible condition due to the "deep door jamb" condition (doors in thick walls) and virtually removes the required strike side clearance. If this wording was meant for passageways without doors, clarification is needed or a new section developed for passageways or wall openings. CBSC Criteria - #1, 2 and 4  
CDR OPPOSES the apparent loss of the required 18 inch strike side clear area for door maneuvering.

**DSA/AC Change to Accommodate:** The DSA/AC concurs with this comment and proposes to withdraw the new proposed language. DSA/AC will restudy this issue as it finalizes the Part 2 response to the USDOJ technical assistance letter in the effort to obtain certification of the California Building Code.

**1133B.2.2 Width and height. ...**

*When installed in exit doorways, exit doors shall be capable of opening at least 90 degrees and shall be so mounted that the clear width of the exitway is not less than 32 inches (813 mm) measured between the face of the door and the opposite stop (see Figure 11B-5B). ~~Openings more than 24 inches (610 mm) in depth shall comply with Sections 1114B.1.2 and 1118B.1.~~ In computing the exit width the net dimension of the exitway shall be used.*

See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil, Laura Williams

**Comment:** 1133B.2.5.2. OPPOSED – Reduces existing California T24 requirements. CBSC Criteria - #1, 2, 3 & 4.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. The comment lacks specificity in identifying the adoption, amendment, or repeal of regulation that is being proposed. DSA/AC will take the concerns expressed in this comment under consideration in the development of future rulemaking packages.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment:** 1133B.4.2.2 (Handrail extensions). Support – add the word “facilities” to exception #2.

**DSA/AC Change to Accommodate:** The DSA/AC concurs with this comment and proposes to further amend this item.

**1133B.4.2.2 Handrails shall ...**

**Exceptions:**

**1. In new construction, ...**

**2. In existing buildings and facilities, full extension of handrails at stairs shall not be required in alterations where such extensions would be hazardous or impossible due to plan configuration.**

See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment:** 1133B.5.4.6 Change of direction. Send back for further study. CBSC Criteria - #1, 2, 3 and 4.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. The comment lacks specificity in identifying the adoption, amendment, or repeal of regulation that is being proposed. DSA/AC will take the concerns expressed in this comment under consideration in the development of future rulemaking packages.

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**Name:** Neal Casper, Casper Development Resources, Inc.

**Comment:** 1133B.5.4.6 Change of direction. Does the revision to section 1133B.5.4.6 where it now states that "if ramps change direction at landings....." open the way for ramps to be curved or angular without intermediate landings as long as they satisfy all of the other requirements for slope and length?

**DSA/AC Change to Accommodate:** No change required. Existing CBC section 1133B.5.4.1 requires a level ramp landing at each change of direction; DSA/AC is proposing no amendment to this section.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment:** 1133B.8.4. See comments – 1121B.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. The comment lacks specificity in identifying the adoption, amendment, or repeal of regulation that is being proposed. DSA/AC will take the concerns expressed in this comment under consideration in the development of future rulemaking packages.

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**Name:** Richard Skaff, Connie Arnold, Marta Russell, Kathleen Berman, Noel Neudeck, HolLyn D'Lil

**Comment: 1134B.2.1.** Send back for further study – this section, with the modification, appears to reduce existing T24 requirements for existing buildings with remodel projects on non-elevator accessible floors. CBSC Criteria #1, 3 & 4.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment. The comment lacks specificity in identifying the adoption, amendment, or repeal of regulation that is being proposed. Regarding the items proposed for amendment in Section 1134B.2.1: (1) Exception 2.4 was originally placed in the CBC to align with the ADA Stds, and DSA/AC is proposing to amend this exception consistent with the recommendation from USDOJ (Technical Assistance Letter item #9). (2) The proposed new paragraph after Exception 2 enhances accessibility by confirming that the elevator exception does not obviate or limit in any way the obligation to comply with the other accessibility requirements in the CBC. (3) The proposed amendment to Exception 4 is required consistent with amendments to the Chapter 2 definition of “alteration” (see the USDOJ side-by-side document items 21 & 22 on page 7).

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**Name:** David F. Thorman, AIA, State Architect

**Comment: 1134B.2.2 Accessibility for existing buildings.** DSA/AC proposes to correct a typographical error by adding the IBC adoption proposed changes to this section. Criteria #8.

Reason: The IBC adoption proposed changes were omitted in error.

~~1134B.2.2 Where it is technically infeasible in the area of an alteration to make existing restroom toilet facilities code compliant and to install separate sanitary toilet facilities for each sex, then the installation of at least one unisex toilet/bathroom facility per floor being altered, located in the same area as existing toilet facilities, will be permitted. Such a facility shall meet the requirements of Section 1115B.7.2.~~

**DSA/AC Change to Accommodate:** The DSA/AC further amends this item as proposed. See the full text of the resulting regulation (Final Express Terms) where the change is clearly indicated.

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**Name:** William E. Mitchell, Schindler Elevator Corporation  
John W. Koshak, ThyssenKrupp Elevator Company  
Edward A. Donoghue, CPCA, National Elevator Industry, Inc

**Comment: New Figure – Door jamb markings – destination oriented passenger elevators.** Add new figure to support the amended text on associated 1116B.1.14 comment. (See comment sheet for proposed new figure - Identical to ADA-ABA Figure 407.2.3.2)

Reason: The figure shown is the same as has been in ICC/ANSI A117.1-1998 third printing and the same as Figure 407.2.3.2 now in ICC/ANSI A117.1-2003. A117.1 is a reference document in the IBC. (Note: should be 3 Braille dots in line below the C.) Insertion in Title 24 will assure national consistency.

**DSA/AC Change to Accommodate:** No new code change is proposed to address this comment pursuant to GC§ 11346.8(c) which mandates “No state agency may adopt, amend, or repeal a regulation which has been changed from that which was originally made available to the public pursuant to GC§ 11346.5, unless the change is (1) nonsubstantial or solely grammatical in nature, or (2) sufficiently related to the original text that the public was adequately placed on notice that the change could result from the originally proposed regulatory action”. Additionally, GC§ 11346.45 requires that DSA/AC involve parties who would be subject to the proposed regulations in public discussions prior to publication of the notice. DSA/AC is concerned the new proposed change is not sufficiently related to the original text and that parties subject to the proposed regulations have not been adequately noticed. Current ADA Stds do not specifically address destination oriented passenger elevators. The new ADA-ABA guidelines do address destination oriented passenger elevators; however have not yet been formally adopted by USDOJ. In an effort to accommodate the new proposed code change, DSA/AC will take this comment under consideration in a future rulemaking.

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**Name:**

**Comment:**

**DSA/AC Change to Accommodate:**

**COMMENTS MADE BY THE OFFICE OF SMALL BUSINESS ADVOCATE** (GC§ 11347.6)

The DSA/AC has not received comments from the Office of Small Business Advocate.

**COMMENTS MADE BY THE TRADE AND COMMERCE AGENCY** (GC§ 11347.6)

The DSA/AC has not received comments from the Trade and Commerce Agency.

**STATEMENT CONFIRMING COMPLIANCE WITH GOV 11346.7.1**

The DSA/AC has complied with requirements in making all documents in this rulemaking available to the public. All public Notices are posted on the CBSC website at: <http://www.bsc.ca.gov>, see 2006 Annual Code Adoption Cycle.

The 45-day Notice of written comment periods from:

- Sep 01 – Oct 16, 2006 addressing Parts 1 (CAC), 2 CBC (IBC & DOJ), 9 (CFC) and 12 (CRSC) and
- Sep 08 – Oct 23, 2006 addressing Parts 3 (CEC), 4 (CMC) and 5 (CPC)

were both mailed on Sep 06, 2006 to every person who filed a request for notice of regulatory actions with DSA/AC.

The 15-day Notice of written comment period from:

- Oct 26 – Nov 09, 2006 regarding Parts 2 CBC (IBC & DOJ), 3 (CEC), (CPC) and 9 (CFC)

was mailed on Oct 25, 2006 to every person who filed a request for notice of regulatory actions with DSA/AC.